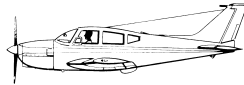




JON E. KRAMER COMPOSITE SQUADRON 10
GROUP 2, CALIFORNIA WING (CHARTER #04214)
USAF AUXILIARY — CIVIL AIR PATROL
PALO ALTO AIRPORT (415) 856-6311

Eagle 310



Spring '96

Editor's Corner

Major John Aylesworth

Eagle 310 is now available on the web (World Wide Web)! The temporary URL is <http://ourworld.compuserve.com/homepages/jaylesworth/eagle310>. In the near future, it will probably migrate to the Group 2 web site at <http://www.mtnweb.com/~jpav/CAP/Group2>. Future plans are to provide an Adobe Acrobat version (with pictures!) and make available the Senior Training Calendar and other items of interest on the web as well!

We also need a new name for the newsletter. Since the California Wing radio call sign is changing from Eagle to Yosemite soon, we can either name the newsletter "Yosemite 310" or something else, like "The Falcon" (our unit nick name). So... please submit your suggestions to me, either in person or via e-mail (jayleswo@ccmail.com), by 30 AUG 96. Whichever one I like best, I'll use. The winning suggestion gets a free Squadron 10 patch!

Command Comments

Major Elizabeth Blackey

We in Squadron 10 are privileged to have a growing group of cadets once again. We currently have 10 active cadets who have brought a new enthusiasm to our squadron. As Senior members, we have an exciting opportunity to participate in the development of our Cadets by means of a wide variety of activities -- from local to National levels. SQ 10 has an upcoming Survival Training and a SAREX in which we can offer valuable skills to our Cadets. But do not forget that there is much, as Seniors, we can learn from the Cadets themselves and their program.

I could never verbally express the feelings I had after my first encampment. I saw Cadets learn more in one week about leadership, teamwork and cooperation than I had ever seen in the workplace. And at my second encampment, I was able to apply that knowledge and still manage to learn more about discipline, professionalism and accountability. How rich I felt from those experiences and proud to see the growth of those Cadets whose friendship still remains.

I encourage all of you to think of ways you can assist this exceptional group of young men and women in whatever

areas you can contribute. I will assure you that you will learn and grow immeasurably with each and every experience you have with the Cadet program and feel pride in yourself for your contribution to one of the three missions of CAP and in those Cadets whose lives will change because of your contribution.

Safety Briefing

Captain Steven H. Philipson
Safety Officer



Maybe you ought to check that...?

A few weeks back an uncle of mine died following a short illness. His name was Meyer Okrent. Meyer was a civil engineer by trade and an aviator by love, but most of all he was warm and wonderful human being. He was into his seventh decade of life yet he still had the exuberance and wonder of a child for the workings of all things in the world around him. Meyer's enthusiasm for flight inspired a whole generation in my family to love aviation and to love life.

Meyer was also a man of wisdom. He had captured the essence of many lessons in life, both from errors he had made and from the errors of others. He shared his wisdom through the telling of many colorful and humorous stories, with a style that always captivated his audience no matter how large or how small, nor how young or old. This is one such story.

Several years ago I dropped in on Meyer and found him at work at his desk at home. There was something hanging over his desk, suspended on a peg, in plain sight. It was a shape I recognized but its form was stunning -- I had never seen anything like it before.

"Meyer" I exclaimed! "What the heck is *that*!"

Meyer looked to where I was pointing, laughed, and said "Ah Steve-el-ah, there's a story..."

Some 20-odd years earlier Meyer had worked for a defense

electronics firm. Much of their work involved assembling circuit boards into modules, hence they used lots of small hardware -- very small nuts and bolts and the like.

One day a supervisor on the shop floor noticed that they were getting a little low on lockwashers. These are small flat metal disks shaped like regular washers, but they have a cut in the disk and one end is twisted up. When placed on a bolt next to a nut, the lockwasher's up- turned end presses on the nut to keep in from coming loose from vibration. It effectively locks the nut in place, hence the name.

This company used a *lot* of lockwashers as a few dozen would be used in the assembly of every module. So, the supervisor called up to the parts department to get them to place an order.

"We're getting kinda low on quarter inch lockwashers. Order up 100,000 of 'em."

"No problem, I'll get right to it."

Now 100,000 thousand lockwashers may seem like a lot, but it's really not. You can scoop up over a hundred in one hand. 100,000 would fit in a few boxes and could be piled up on a card table with no trouble. This was a common order -- nothing special. So, the parts guy proceeded to type up an order for lockwashers, just as he had many times before. He completed it, looked it over, and sent it off to purchasing.

A woman in purchasing received the requisition, looked it over, and found something that didn't look quite right to her. So, she called up the guy in parts.

"About this order for lockwashers..."

"What about it?"

"Well, something doesn't look right to me. Could you check it?"

"No need, it's right. I typed it up myself."

"Are you sure? It doesn't look right to me."

"Yes, I'm sure. Just send it off."

"Oh Kay..."

Over at the lockwasher company, a woman in receiving took a look at the order and decided that things weren't quite right. So she called the electronics company, was connected to one person after another until she finally got the guy in parts.

"Excuse me, but we have a question about this order for lockwashers..."

"Yes...?"

"Well, it doesn't look right to me. Could you check it?"

"I don't have to check it. I typed it up myself. It's fine."

"Are you sure?"

"Yes, I'm sure. Just send it."

"Well... Oh Kay..."

Down on the manufacturing floor at the lockwasher company a foreman picked up the order, noticed that it was coming from the electronics company and said to himself "this has *got* to be wrong." So he picked up the phone, called the electronics company, was connected to one person after another until he finally got the guy in parts. By now the parts guy was getting pretty irritated about all the questions.

"Hey, uh, about your order for lockwashers..."

"What!?"

"This doesn't look right to me. Could you check it?"

"Look, I typed it up myself. It's right. Just send them!"

"Ohhh kaaay, but please understand -- this is a special order. We'll make them for you, but we won't take them back."

"It's not a problem. We use them all the time. We need them. Just make 'em and send 'em."

"Awright! Whatever you say!"

A few weeks later Meyer got a call. Meyer was in auditing. When something screwy was going on Meyer would be the one to have to investigate the problem and straighten things out.

"Hey Meyer, this is Joe down in receiving. We just got a delivery of two *flat cars* of stuff from the lockwasher company. Did we order two flat cars of lockwashers?"

"Well, I don't know about that, but we've got to

take delivery or we'll have to pay moorage on the flat cars. Have 'em unload the shipment and we can go down and check it out."

So, Meyer went down to the receiving yard to see what had been delivered. There he discovered crates piled chest high, lined up for about 60 yards. He got out a crowbar, pried open one of the crates, and pulled out one piece.

It was a lockwasher all right. The problem was, it wasn't a quarter inch lockwasher. It was a 2.5 inch lockwasher. A simple mistake really -- just a single misplaced period. Instead of the order saying .25 inch, it said 2.5 inch. Just a tiny little error.

On the other hand, a 2.5 inch lockwasher is a sight to behold. Instead of being a paper thin tiny object, it's a 1.5 pound monster made of steel that's three eighths of an inch thick. You can stand on it and the twisted edge won't even deflect. It takes 2000 pounds of force to begin to make it compress. I haven't a clue as to how much force it takes to close it as I've never had a press with enough force to do so.

Needless to say, this tiny little typographical error turned into a major screw-up. The guy in parts was *allowed* to resign. The 150,000 pounds of lockwashers was eventually sold off as scrap iron, except for one. That's the one my Uncle Meyer kept and hung over his desk for the rest of his career. And when anyone would call on the phone and ask him to check something, no matter how sure he was about it, Meyer would gaze at that lockwasher and wisely say "Sure, I'd be happy to."

Meyer is gone now, but his memory lives on in the hearts and minds of his family and friends. And he continues to share his wisdom as we retell his stories. I have his lockwasher now, and I tell this story frequently. I hope you can do as he did, and as I do now. When someone asks you to check something, think of that lockwasher and no matter how sure you are, say "Sure, I'd be happy to." You may be very glad that you did.

New Faces

We've had quite a few new members join us over the past several months. Recent additions include: 1LT Joe Lawrence (who transferred from Squadron 9), Cadets Roxanne Aguilera, Timothy Cross, Christina Deslich, Sarah Mills, Scott Olcese, John Tanforan, Matthew Townsend, and Gavin Woodman. Welcome!



CAPLOT Mission Spawned During SAREX

Captain Jennifer L. Mellone, Public Affairs Officer

San Francisco Bay Area Group 2 hosted a SAREX at the Squadron 80 facility at Reid-Hillview Airport in San Jose, CA. LTC Sydney Wolfe, Chief of CAPLOT Programs for California Wing, received a call for CAPLOT assistance early into the SAREX on Saturday 10 February 1996. CPT Todd Davis of Squadron 12 at McClellan AFB volunteered to fly the CAPLOT mission. He flew a two person UCSFTB (University of California at San Francisco Tissue Bank) team of tissue recovery personnel from Reid-Hillview Airport to Weaverville, CA. The team extracted the eyes and heart of a fourteen year old boy donor who had died of a head injury. They returned to San Jose with the tissues several hours later. The generosity of the donor and his family, the UCSFTB, and the CAP will enable the scelera from the eyes and valves from the heart to be used to improve the lives of others.

Squadron 10 members who participated in the SAREX were MAJ John Aylesworth (Observer Standard), 1LT Natalie Aylesworth (Ground Team Standard), and CPT Jennifer Mellone (Mission Public Affairs Trainee), who also participated in the CAPLOT mission. CPT Mellone has a copy of the KRON Channel 4 TV News segment on the CAPLOT mission available for Squadron 10 members to view upon request.

U.S. Navy Teaches Land Survival to CAP Members

Captain Jennifer L. Mellone, Public Affairs Officer

In November last year, senior members of Squadron 10 in Palo Alto, CA and Squadron 192 in San Carlos, CA were afforded the unique opportunity to take a weekend survival field training class offered by the Navy SERE school headquartered at NAS North Island, CA. SERE stands for Survival, Evasion, Resistance, and Escape. West Coast Navy/Marine Corps personnel who risk capture during wartime (e.g. aviators) undergo SERE training at the Remote Naval Training Facility in Warner Springs, CA. However, the SERE school shortened their course to meet CAP goals. Only unclassified aspects of survival were taught.

The CAP students reported to Warner Springs and learned about survival techniques in an outdoor, hands-on environment. They learned different water procurement and purification techniques, constructed solar stills, and setup transpiration bags for water collection. They identified and ate edible plants. They also learned how to trap small game and field dress a rabbit for cooking and

eating. The actual rabbit used was purchased from a local farm. They constructed shelters with parachute material and camped out overnight in them. Students learned how to start fires using a variety of fire starting tools and techniques, and practiced ground to air signalling using ground panels and Navy smoke flares.

The CAP students were: Major John Aylesworth, Captain Mark Bluth, Captain Sally Mason (Squadron 192), Captain Steven Philipson, Captain Jennifer Mellone, 1st Lt. Natalie Aylesworth, and 1st Lt. Mitch Richman.

The weekend course was very valuable to the participants as they were able to practice survival techniques that they had read about and seen in videos prior to the course. In addition, it gave them insight on how to improve their survival skills. Finally, it gave them increased confidence, which is required for the "will to live." The students are very appreciative of their instructor, Navy Chief Glen Eskildsen as well as the Commanding Officer and staff of the Navy SERE school. Thanks are also due to the CAP-USAF Liaison Officer, LTC Steve Webber and SMSGT Frank Vasquez for their assistance in obtaining billeting and authorization for this activity as a training mission.

Guest Speaker Joins

Captain Jennifer L. Mellone, Public Affairs Officer

SSGT Robert A. Speer of the 129th Rescue Wing based at Moffett Federal Airfield, CA was a guest speaker at Squadron 10 in January. He did more than just speak; he volunteered to join Squadron 10!

SSGT Speer discussed the role of the 129th in Search and Rescue and Disaster Preparedness. He also discussed bomb threats and chemical warfare. He showed informative videos to support these topics. Furthermore, he brought in items such as gas masks for "hands on learning." The cadets were especially thrilled to try on the masks and watch the bombs video! The senior members were enthralled with Search and Rescue discussions and the Search and Rescue videos. However, they were also glad to learn about the other topics (e.g., bombs) because of the recent news stories.

Squadron 10 looks forward to future presentations from SSGT Speer and his colleagues.

What I Learned from Scott O'Grady

Captain Jennifer Mellone, Public Affairs Officer

I saw the book "Return with Honor" by USAF Captain Scott O'Grady and Jeff Coplon on a bookstore shelf. To buy or not to buy? I decided not to buy. Two weeks later,

I participated in the special CAP weekend survival field training exercise taught by the Navy SERE (Survival, Evasion, Resistance, and Escape) School in Warner Springs, CA. The exercise covered "S", but not "E-R-E". The SERE student handout was interesting to me because it covered "E-R-E", which is foreign yet fascinating to me. The exercise and the handout prompted me to purchase "Return with Honor", which I knew would contain information on the subject of "S-E-R-E". I read the book with a purpose in mind: to capture survival and air operations information applicable to CAP and share it with my squadron mates, along with my personal commentary. I share this information below:

1. Scott and the other fliers knew the SAR plan and reviewed it prior to departure. We should do the same.
2. Scott was regretful that he did not "dress to egress"; he did not wear his flight jacket on the day he ejected. Let us learn from his mistake.
3. Scott knew the three flying priorities, in order of importance from most to least: "aviate, navigate, and communicate". So should we.
4. Scott's PRC-112 (survival radio with beacon and voice on 243 MHz and 121.5 MHz) was sealed by tape in two heavy plastic bags. Since it was too hard to access, he did not use his radio to communicate during his parachute descent at 20,000 feet. He and his allies would have had an easier time communicating if he had done so at that altitude rather than waiting until he reached the ground. I have often thought of turning on the ELT in flight (when accessible) and/or turning on a personal ELT, and transmitting on the aircraft radio while aloft during an emergency.
5. Scott knew that talking on the PRC-112 for 10 seconds or more at a time would attract enemy attention. If we transmit on voice or ELT, we should be sure we do so for more than 10 seconds at a time. Also, we should not transmit voice and ELT on the same frequency simultaneously (e.g., 121.5 MHz).
6. Scott carried an evasion chart, which covered the area over which he was flying and contained other valuable information on navigation, first aid, and edible plants in the area. It was made out of Tyvek (heavy waterproof paper) and could be used as a blanket, bag, or splint. We should carry maps/charts and items that an evasion chart can be used for in our survival kits.
7. Scott wore a USAF issue survival vest and carried a rubberized rucksack. The rucksack was contained in his rigid seat survival kit (RSSK). The RSSK is about the size of a briefcase and fits into the ejection seat bucket. The pilot sits on a cushion that attaches to the RSSK. When the pilot ejects, the RSSK goes with him, and once on the ground, the pilot opens the RSSK to remove survival items and the rucksack. The following items were contained in Scott's survival vest: PRC-112 radio, medical kit, flares, compass, whistle, camouflage stick, tourniquet, a wire snare, GPS, and a 9mm Beretta. Scott's rucksack

contained: 8 packs of water (1 quart total), empty plastic water pouch, wool ski hood, wool socks, wool mittens, floppy orange and green hat, vinyl tarp (green/silver), camouflage netting, space blanket, sun goggles, sunblock SPF 15, magnesium firestarter, 5 inch knife, and the waterproof booklet "Aircrew Survival". Some of these items may be of interest to CAP members.

8. Scott never bothered to pack any cereal bars in his survival kit. He did realize, however, that a person can survive for 30 days without food. Make a note of this, and pack a little something, even for the sake of morale.

9. Scott knew the universal edibility test for unfamiliar plants, but he did not follow it step by step. He ate one leaf, waited an hour, and ate more after determining that there were no ill effects. We should keep the rules for the universal edibility test in our survival kit for reference.

10. Scott did not eat too many leaves because he knew digestion consumed too much water. He knew to "ration sweat, not water". He also knew that the best place to store water was in his body, and to reduce physical activity as much as possible. He knew that without water, judgment would be impaired after 3 days, and that he could die after 1 week. Finally, he knew that a person requires 2 quarts of water per day. We should keep this in mind, put as much water as we can in our survival kits, and carry water purification materials.

11. Scott often prayed and thought of his family. This comforted him and made him feel that he was not alone. We should do whatever works for us.

12. Scott knew that the constellations shift 15 degrees per hour. We should make a note of that in case we need to determine our position at night.

13. Scott used a sponge to gather dew from leaves, etc. A sponge is not a bad idea for the CAP survival kit.

14. Scott was happy that he had been using the Stair Master; he noticed that his stamina had improved. We should also work out regularly.

Summer Encampment

Source: CAP-TALK internet discussion list

The 1996 Cadet Training Group encampment will be held 11-18 August at Camp San Luis Obispo, California. Cost is \$110. Attendance at an encampment is one of the requirements to become a cadet officer and obtain the General Billy Mitchell Award. This year's encampment will include:

- Orientation flights in military and CAP aircraft
- M-16 Orientation Firing Range
- Military Obstacle Course
- Tour of Vandenberg AFB
- Drill and volleyball competitions

Other highlights:

- Advanced Training Flight (ATF)
- First ever *Senior* Training Flight (more info to come!)
- New US Army barracks!

For additional information, please call 1-800-5CADETS or e-mail CAWGTTTH@AOL.COM. Staff applications are welcomed - please submit a staff resume and letter by 15 June 1996.

Application information: Cadet's and Seniors can apply by submitting a CAP Form 54 to California Wing HQ/TTH, P.O. Box 9117, Ontario, CA 91762. Include check/money order for \$110 which covers all meals, billeting, tours, and the Cadet Training Group t-shirt. Applications must be postmarked by 19 July 1996. Information packets will be mailed to all cadets accepted. Cancellation is subject to a \$11 administrative fee.

New Wing Commander!

Source: ROUTINE 070025Z MAY 96

A change of command ceremony for California Wing was held on 4 May 96 at the Pacific Region Conference in Portland, Oregon. Colonel Byron Brammer was appointed commander of California Wing at that time, relieving Colonel Angelo Porco. Colonel Porco thanked his staff, group commanders and their staffs, squadron commanders and their staffs and, finally, all the outstanding members of California Wing who helped during his tenure as wing commander.

Colonel Brammer has also named key members of his command staff (ROUTINE 210400Z MAY 96): Vice Commanders: LTC Thomas Mayer for Southern California and LTC Shirley Timm for Northern California. Deputy Commanders (to date): LTC John Mouzakis, LTC J.P. Olliver, LTC Virginia Nelson, and LTC Robert Fields.

Australian Delegation Visits National Headquarters

Source: Cadet Programs Today, May 96

Headquarters Civil Air Patrol staff and CAP-USAF Vice Commander Colonel Dennis Parkhurst gave the delegation briefings on CAP operations and USAF support of the CAP on a national level. "It was a beneficial visit for all of us", said CAP Major Christopher Shaw, Chief of Program Management for Cadet Programs, "It was very fortunate for the Australian delegation to have the capability to see CAP operations in different parts of the country. We all felt that it would give them a better idea of how CAP operational, educational, and cadet programs can adapt to different economic, climate, and social conditions throughout America. In return, they gave us the unique perspective of looking at CAP from the outside; and I think they were impressed with what they saw."

We would like to take this opportunity to express our appreciation to the members of the Pacific Region staff, Maxwell Composite Squadron, Jon E. Kramer Composite

Squadron 10, Hawaii Wing Liaison Office, and Hickam Composite Squadron for their outstanding assistance during this tour. We would not have been able to do this without you!

New Radio Call Signs

Source: *ROUTINE 092345Z MAY 96*

Effective sometime prior to the 1 August 1996 implementation date, the radio call signs within Pacific Region will change. The following radio call signs are registered and approved for the headquarters and wings of Pacific Region:

- Pacific Region HQ Western
- Nevada Wing Silver State
- Alaska Wing Sourdough
- California Wing Yosemite
- Hawaii Wing Firebrand
- Oregon Wing Beaver Fox
- Washington Wing Spotted Owl

Radio Operators are not to abbreviate their call signs. The use of two letter postal abbreviations for Packet Radio will not change. National implementation will be 1 August or earlier (to be announced by Priority traffic).

Also announced previously, the designations "Air" and "Mobile" will no longer be used as part of radio call signs. This change is already effective.

FAA Flight Records Inspections

Source: *PRIORITY 070405Z MAY 96*

CAP and FAA headquarters continue to review the implications of the so-called public law aircraft legislation and its effects upon CAP flight operations. When any CAP member is approached by a representative of the FAA requesting information, the member shall advise the FAA representative that it is the policy of the Pacific Region that all requests for information regarding CAP, its operations, or its aircraft be directed to the appropriate wing commander who shall immediately notify Lt. Col. Chavez, Pacific Region/JA. If your pilots are "ramp checked" by an FAA inspector, they should produce documents for inspection as requested but not "surrender" them. This is Pacific Region policy coordinated between the Commander, Operations, and Legal.

CAP Databases Online

Data for the NINQ (National Inquiry Program) database containing personnel data, the Texas Wing ES program for managing mission data, and the CAWG ES database are available on the CAWG BBS at (909) 988-5396. Files are

updated every Monday evening. Contact Bill Schmidt at CAWG HQ for questions.

Awards, Promotions, Ratings, and ES Qualifications

Editor's Note: Please help me out by making sure I am aware of all of the awards, promotions, and so forth that are presented to our members by making notes and giving them to me if I am absent from a Squadron meeting. Thanks!

• Captain Jennifer **Mellone**: • Grover Loening award for completion of Phase III of the Senior Member Training Program • Commander's Commendation Award • Mission Public Affairs Officer (Qualified)

• Cadet Basic Michael **Blackey**: • promotion to Cadet Airman • General J.F. Curry Award for completion of Achievement 1 of the Cadet Program

• Cadet Basic Timothy **Cross**: • promotion to Cadet Airman • General J.F. Curry Award for completion of Achievement 1 of the Cadet Program

• Cadet Basic Matthew **Edwards**: • promotion to Cadet Airman • General J.F. Curry Award for completion of Achievement 1 of the Cadet Program

Squadron 10 Mission Activity

1st Lt. Brent Chapman

Editor's Note: the missions listed herein are limited to those for which mission closing traffic was transmitted and missions that were the personal knowledge of Lt. Chapman or the editor. If we failed to list a mission you participated in, please accept our apologies, and let us know for the next issue.

95M2777 31 DEC 95: Captain Jennifer **Mellone** flew a sortie as Observer on an actual SAR mission in Bishop, CA.

PLR 96-13 10 FEB 96: Major John **Aylesworth**, Captain Jennifer **Mellone**, 1LT Natalie **Aylesworth** participated in a Group 2 SAREX at Reid-Hillview.

96M198 2 FEB 96: Major John **Aylesworth** and 1LT Mitch **Richman**, as well as CPT Frank Duarte and MAJ Ken Sherwin of Group 2 located and secured an ELT in a private residence in Sunnyvale.

96M971 20-21 May 96: 1LT Tony **Steiber** participated as aircrew on this mission for a missing Cessna 414 on a flight from Bakersfield to Inyokern and Apple Valley. The

aircraft was located by CAP at 35° 44' 42"N 118° 32' 35" W at the 7,000' level.

Training Calendar

A preliminary list of planned training activities at Squadron 10 are listed below.

- 7-9 JUN 96: Land Survival Training (Seniors & Cadets)
- 17 JUL 96: KC-135 Orientation Flight (Seniors & Cadets)

Group 2 Emergency Services Training Schedule

Contact Major Rich Bradley (408) 247-8861 to register or for information on each of these training events:

- 22 JUN: Ground Team Member training class
- 20 JUL: Mission Observer training class
- 23-25 AUG: SAREX
- 21 SEP: Mission Pilot training class
- 19 OCT: General ES class
- 16 NOV: Mission Scanner training class
- 14 DEC: Mission Observer training class

General Schedule

Squadron 10 meets each Tuesday evening, from 7:00pm to 9:30pm, at the Civil Air Patrol building near the control tower at the Palo Alto Airport. The first and third Tuesdays of each month are generally reserved for training sessions; training will begin promptly, so please be on time. The second and fourth Tuesdays of each month are generally reserved for staff meetings and duties. The fifth Tuesday of a month (if it has one) is generally a social night, for which civilian attire is appropriate.

Eagle 310 is published quarterly by Jon E. Kramer Composite Squadron 10, Civil Air Patrol — U.S. Air Force Auxiliary.

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Meeting Location: CAP Building (adjacent to the Control Tower), at Palo Alto Airport. Take I-101 to Embarcadero Road and head east. Take the first left past the golf course and continue to the end of the road.

Meeting Times: Tuesday's, 7:30PM to 9:30PM
Squadron phone: (415) 856-6311 (voice/FAX)